

Lightweight Foam Rail Ramps

(Rail Operations and Installation)

Lightweight track access system for use with road rail vehicles (RRVs).



Important Notes:

All installation work must be thoroughly planned before work commences on site to identify hazards and assess risk.

These instructions form guidance for the operation and installation of Lightweight Foam Rail Ramps. Non-standard applications should be approved by a suitably qualified engineer.

Ensure all personnel engaged in installation operations are properly briefed and adequately supervised by a competent person.

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**IF IN ANY DOUBT SEEK FURTHER ADVICE:
24 HOUR HELPLINE: 0870 240 2381**

Rev	Date	Comments	Initial
1.2	06/02/19	Update	DSW



Note: Failure to comply with the following requirements and instructions may result in damage to the RRAP, machine and/or the rail infrastructure. **Ramps must only be installed on lines under engineering possession.**

General

The purpose of the Foam Rail Ramps is to provide an easy to install temporary RRAP for the on/off/ cross tracking of RRVs fitted with road wheels and having axle loads up to 15 tonnes.

The ramps are only suited for use on flat bottom plain line with a sleeper spacing of 650mm (28 per 60ft rail). The recesses for the clips will allow for some variation in the sleeper spacing.

Handling

Each section has a hand hold for ease of handling.

While each section weighs under 25kgs, due to the size it is easier and safer for two men to lift each section.

Location

The RRAP **shall only** be installed for use:

- On straight plain line
- With a flat level approach from the cess
- With the ballast profile level with the top of the sleepers
- With any ballast shoulder on the access side removed

The RRAP **can be** installed:

- On any gradient that is within the limits of the vehicle to be on/off tracked
- On any angle of approach that is within the limits of the vehicle to be on/off tracked

The RRAP **must not** be installed:

- On the track other than during an engineering possession of the line
- Over catchpits or cable routes
- At locations where 3rd rail DC traction is installed
- On Bull Head track

When installed, ballast trains and other rail mounted engineering vehicles may pass over the ramps at a **maximum speed of 20mph**.

Site Preparation

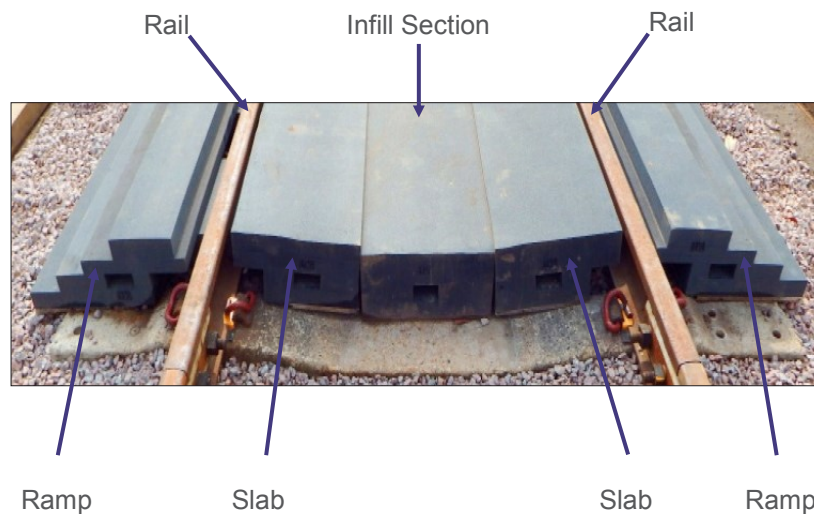
Before installing the RRAP, prepare the site as follows:

- If working during the hours of darkness, adequate lighting must be provided
- Remove all rubbish of any size, eg bricks, pieces of wood, old rail clips, tin cans etc from the area where the ramps are to be laid and the approaches
- Remove any ballast from within the rail and around the clips
- Level off the ballast such that the top of the ballast is level with the top of the sleepers
- Remove any ballast from the top of the sleepers

Installation

The Rail Ramps are to be installed as follows:

1. Carry out the site preparation as detailed in the previous section.
2. The RRAP must be laid from the centre of the access point working progressively outward.
3. Start by positioning the outer 2m slabs noting the following points:
 - a) The 'tongues' of the slab must slide under the railhead and fit snugly to the flange.
 - b) Ensure that the slabs sit such that the rail clips are central to the two internal recesses in each slab.
 - c) Ensure that the ends of the two slabs are in line.
4. Take the first 2m infill section and drop into position between and inline with the two outer slabs. If it is tight to fit, slightly lift the inner edges of the two slabs and then lower in place.
5. Position the ramps as shown on the diagram noting the following points.
 - a) The 'tongues' of the side ramp must slide under the railhead and fit snugly to the flange.
 - b) Ensure that the ends of the two side ramps are in line with the slabs.
6. Progress the remainder of the RRAP in a similar manner, completing each section at a time before moving on to the next. Note that the side ramps have a tab that engages into the slot in the next side ramp.
7. Usually a RRAP will be made up from either 3 or 5 adjacent sections (i.e. 6.0m - 10.0m long).



Restrictions on Use

The RRAP is not to be used for:

- RRVs fitted with any form of caterpillar track
- Vehicles with any axle load exceeding 15 tonnes

Removal

After removal of the foam access ramps, ballast shoulders are to be returned to the correct profile as per Network Rail requirements. (NR/SP/TRK/102 Para 14:3)